

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS.—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

JUBILEE PILSENER BEER
IN HOCK BOTTLES.
PER CASE OF 4 DOZ. QTS. \$13.
" " " 6 " Pts. \$13.
SOLE AGENTS.—
H. PRICE & CO.

No. 13,486 號陸十捌百肆千壹萬壹第 日利十月肆年柒十二號光

HONGKONG, TUESDAY, JUNE 4TH, 1901.

式拜禮 號肆月陸年壹零白九千壹香港 PRICE, \$2½ PER MONTH.

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WE SHIPMEN SINCE 1815.
Wholesale Agents to Hongkong
from all parts of the world.
Apply to G. C. ANDERSON,
Hongkong, 1, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
is shipped by CUTLER, PALMER & CO.,
obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET.

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
3.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. every 1 hour.
NIGHT CARS on Week Days.

SUNDAYS.
Extra cars at 11.30 a.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 48 & 49 Queen's Road Central.
JOHN D. HUNTER & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first-class Machine and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill:
Enamelling a specialty.

MCKIRDY & CO.,
43 & 44, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHewan, TOME'S & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at East Point at
Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,
\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

[347]

CHAMPAGNE.

JUST LANDED, A FRESH SUPPLY OF
POMMERY AND GRENO, SEC. AND
EXTRA SEC.

PER CASE OF 1 DOZEN BOTTLES... \$55.00

2 " 4 BOTTLES... 58.00

Telephone No. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 24th May, 1901.

WINE AND SPIRIT MERCHANTS.

[40]

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING.

LIGHT, DURABLE, and COOL.

A FULL STOCK OF

TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

[41]

PLAQUE SPECIFIC.

WATKINS'

* CHOW-SUI 真

DISINFECTING FLUID

(NON-POISONOUS).

Recommended by the Highest Medical, Scientific and Sanitary Authorities.

This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of

BUBONIC PLAQUE, SMALL POX, ASIATIC CHOLERA, YELLOW FEVER,

TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, AND

PHTHISIS. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, AND

MORE POWERFUL THAN CARBOLIC ACID.

NIGHT CARS on Week Days.

SUNDAYS.

Every car at 11.30 a.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-

pany's Office, 48 & 49 Queen's Road Central.

JOHN D. HUNTER & SON,
General Managers.

Hongkong, 1st April, 1901.

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WATKINS, LIMITED.

PLATES, PAPERS

AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

[44]

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SALSAPARILLA.

TONIC WATER.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[439]

LANE, CRAWFORD & CO.

BEDSTEADS.

100 BEDSTEADS IN BRASS AND IRON

AND ALL BRASS.

100 WIRE SPRING MATTRESSES.

TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE

OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION

IS INVITED.

LANE, CRAWFORD & CO.

[430]

ESTABLISHED 1857.

JUST RECEIVED.

S. Y. R. U. P. S

A DELICIOUS AND REFRESHING DRINK MIXED WITH SODA-WATER
OR OTHER AERATED WATERS.

GRENADINE, GROSEILLE, CHERRY, STRAWBERRY, RASPBERRY, GUM,
LEMON, ORANGE, GOOSEBERRY.

PER BOTTLE (LITER) ... \$1.25

Apply to [45] G. GIRAUT.

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INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,

HONGKONG.

Hongkong, 31st May, 1901.

[35]

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1901

DURING the long and tedious negotiations which have been progressing during the greater part of the current year with regard to the means by which China is to meet the claims made on her by the various foreign Powers, the question of *lekin* dues has been largely discussed. The Chinese offer early last month to find 450,000,000 taels for payment of the Powers' demands included a sum of no less than 2,000,000 taels from *lekin* taxation. Were the indemnity question less complicated than it is, the Powers, or at least such of them whose interests in China are commercial, not political, would no doubt press for an immediate abolition of this system of taxation. In connection with this matter, certain remarks which appeared in our Shanghai morning contemporary, the *North-China Daily News*, may well be quoted. "It has been laid down 'some time ago,' says the Shanghai journal, 'by foreign merchants engaged in the China trade that they would make no objection to a reasonable, even a considerable, increase in the Customs tariff, if *lekin* were abolished altogether. To this our Government should strictly adhere. It should set its face like a flint against any manipulation of *lekin* such as confining it to native goods, or collecting it in certain places through the Foreign Customs. *Lekin* as a form of taxation is so essentially bad that no manipulation of it can make it tolerable; the only admissible course is to do away with it altogether. Like our own income tax, *lekin* is a modern tax, introduced some fifty years ago for a temporary purpose, to provide funds for the suppression of the Taiping Rebellion; and again like our own income tax, it has been kept on long after its original purpose was satisfied. Its currency is associated with half a century of decay and retrogression everywhere in China except at the treaty ports, and it is as unprofitable to the central government of China as it is vexatious to the native trader. We strongly deprecate any manipulation of it in connection with the indemnity, because the result would inevitably be to make it a permanent curse to the country, and so entrench it that future attacks on it by the mercantile community will be defeated beforehand."

A correspondent says:—Yesterday morning, about half-past seven o'clock, on my way to business, I saw in Praya East, just above the Naval Canteen, a row of about twenty dead rats spread out in the roadway. They had been picked out of rubbish by dust coolies, who were awaiting the arrival of a sanitary inspector to have the rats counted and the reward per rat offered by the Sanitary Board paid over. The rats were all very much decomposed, and the stench was frightful.

At the offices of the Public Works Department yesterday afternoon Mr. G. J. W. King offered for sale by public auction two lots of Crown land, one situated in Victoria (Barker Road) and the other in Mong Kok Tsui, Kowloon. The former, known as Rural Building Lot No. 107, is 11,049 square feet in contents, and has an annual rental attached of \$3. The purchasers, Messrs. Denison and Ram, paid \$1,456 for the lot—\$20 above the upset price. Kowloon Inland Lot No. 1,127 (contents 1 square furl. 1,300 annual rental, \$16) fetched \$1,920. Mr. E. M. Hazland, the buyer, the upset price was \$1,300.

During the 48 hours preceding noon yesterday there were reported 57 fresh cases of plague (53 Chinese, and 4 other Asiatics) and 40 deaths (47 Chinese, 2 other Asiatics). The returns show that the cases are distributed over the Colony, and are not confined to any particular district. Two other children, one three years and the other nine months, of the Portuguese sanitary foreman who with two of his family was recently removed from his home in Battery Street, Yau Ma Tei, suffering from the disease, have succumbed. This makes in all four deaths in the one family. All the European patients are still doing well. The Parsee caretaker of the City Hall is in a serious condition.

It is perhaps hardly necessary to quote instances in support of the assertion that *lekin* is inimical to the expansion of trade. Residents in South China are well enough acquainted with the facts of the case to dispense with the piling up of instances. With the conclusions of our contemporary whom we have quoted above, none will, we imagine, be disposed to disagree; nor yet with the remarks which follow. "Unless a well-paid and vigilant foreign official," continues our contemporary, "is stationed at each of the thirteen hundred magistracies in China, it will be impossible for the Customs or any similar board to protect the native trader from extortion, as long as *lekin* is allowed to exist in any shape. If it were arranged that the Customs should collect the *lekin* at the treaty port on other imports, as is done with opium, an exemption certificate being granted, as long as *lekin* exists in the interior there would be officials to examine these exemption certificates, as the cargo passed their stations, and they would necessarily get their pay by extortion. The well-being of trade in China depends on her exports being stimulated, and we know that to increase the exports of the country, it is imperative to abolish *lekin* and all inland and transit dues of whatever nature, whatever supposed safeguards may be adopted in their collection. Merchants could afford to pay on a scale of fifteen per cent. *ad valorem* on imports and exports if all inland taxation were honestly suppressed; and as it must be remembered that it would cost the Imperial Maritime Customs no more to collect fifteen per cent. than five per cent., any gross increase in the amount they collect will be equivalent to a net increase in inland taxation." There is, of course, a large number of officials now employed in connection with the *lekin* collection, while the provinces themselves derive large revenues from the money thus accruing to them. A large proportion of the increase in the Imperial Maritime Customs tariff would have, therefore, to go to the provincial authorities, while it can be held certain that the expansion of trade resulting from the establishment of a new regime would enable the displaced officials to find employment in more honourable situations. The inconvenience and injustice of the old system has been a commonplace for very many years. We hope that among the improvements introduced by the settlement of Chinese affairs, it is not yet too late to look for a final condemnation of the *lekin* system.

Mr. W. J. G. Whiley has been appointed Consul at Hongkong for Peru.

The return of visitors to the City Hall Library and Museum last week showed that 195 non-Chinese and 53 Chinese visited the former institution, 62 non-Chinese and 1,170 Chinese the latter.

The Telegraph Companies notified us yesterday afternoon that owing to the interruption of the Foochow-Shanghai cable, there will probably be considerable delay on telegrams to and from North China and Japan.

The state of affairs engendered by the present epidemic of plague in the Colony is having a very bad effect on Chinese generally, and is much felt by all foreigners employing native labour; workmen running away as soon as they receive their pay. Yesterday morning we noticed a hard-working medico, who has been much engaged of late in dealing with plague cases, being trundled round town in his rickshaw by a decrepit old coolie, his private coolies having disappeared.

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The latest Straits papers to hand give the week's mortality there as 205 deaths on the total population, or 43.22 per 1,000.

It is stated that Lieut.-Colonel Futow, the United States representative on the Tientsin Administration Yamen of the Allies, has resigned and sailed for America.

H.M.S. *Lizard* is leaving very soon for Singapore, probably on her way back to the Australian station, whence she was borrowed during the Chinese crisis last year.

Apart from plague cases last week (of which there were 215—161 in Victoria—with 207 deaths), there were reported 2 cases of enteric fever and one of small-pox, the latter proving fatal.

A brisk rice trade is now springing up between Saigon and Madagascar. The other day a German steamer left Saigon for Tamalave with a full cargo of grain. Optimists hope great things from this new commercial departure.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals beg to acknowledge with thanks the following donations to the funds of the Hospitals:

A Patient \$10
J. G. P. 6

We understand that the Chinese in the Colony intend petitioning H.E. the Governor to be allowed to return to their homes in the country should they be seized with plague or other infectious disease. The granting of such a petition would be equivalent to a *lekin* collection. Merchants could afford to pay on a scale of fifteen per cent. *ad valorem* on imports and exports if all inland taxation were honestly suppressed; and as it must be remembered that it would cost the Imperial Maritime Customs no more to collect fifteen per cent. than five per cent., any gross increase in the amount they collect will be equivalent to a net increase in inland taxation." There is, of course, a large number of officials now employed in connection with the *lekin* collection, while the provinces themselves derive large revenues from the money thus accruing to them. A large proportion of the increase in the Imperial Maritime Customs tariff would have, therefore, to go to the provincial authorities, while it can be held certain that the expansion of trade resulting from the establishment of a new regime would enable the displaced officials to find employment in more honourable situations. The inconvenience and injustice of the old system has been a commonplace for very many years. We hope that among the improvements introduced by the settlement of Chinese affairs, it is not yet too late to look for a final condemnation of the *lekin* system.

The strictness of the opium-smuggling laws at Saigon lead to great hardship when the drug is hidden, as is often the case, on board vessels without the knowledge of the master, who for all that is held responsible. This happened a few weeks ago to a German steamer at that port. The master had to give security amounting to 15,000 dollars to answer the charge before he could leave the port.

Epidemics of so-called "queue-cutting" have on various occasions caused panics in China. The natives have as a rule attributed the outrage either to "foreign devils" or to the White Lily society. A Japanese doctor, however, according to the Chinese native papers, has discovered that the loss of a queue may often result from the action of a microbe which is found on flies and rats. Perhaps the "helden disease" which ravaged Formosa was of the same origin.

Commenting on the censorship exercised by the police authority in suspending some of the Japanese papers for publishing the programme of the new Socialist Party, the *Japan Herald* says:—After careful perusal of the manifesto, we fail to see how its publication could possibly be regarded as inimical to peace and order. The prohibition is absurd. Day after day, scurrilous personal abuse of the most vulgar description is absolutely ignored, but the academic expression of socialist principles, which are discussed as mere matters of course in Europe and America, at once elicits this extraordinary order.

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The Governor-General of Indo-China has ratified a convention conceding to M. Potier, civil engineer, an annual subvention of £12,000, equal to 1,020f. per sea league for fifteen years for a French line of steamers between Bangkok and Singapore. The contractor undertakes to perform a weekly service between those ports with three steamers of 400 tons net, and a maximum draught of 13 feet. They may be built abroad, but must carry the French flag, and have an effective speed of 11 knots. The captain, two deck officers, and the chief engineer must be French. The maximum passenger rates are fixed at 35c. per sea league for the first-class, 40c. for the second, and 20c. for soldiers and passengers.

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According to the *Mainichi*, the Korean Government notified the British Acting Minister last month that the residence of Mr. McLeavy Brown and the control of the Customs business must be surrendered on or before the 31st of the month, as a preliminary to the cancellation of Mr. Brown's agreement, which is to be annulled when the loan affair is finally concluded. The loan affair is making no progress, it is added, but it is expected that a settlement will be effected when the Korean demands regarding Mr. Brown are complied with. It is stated by the *Asahi* that the arrival of the French cruiser *Pascal* in Chemulpo from Taku is understood to have some significance, and it is rumoured that more French warships are expected shortly.

The negotiations for the formation of a Cabinet by Count Inouye have for the present failed, says a Tokyo telegram of the 23rd ult. to the *Osaka Asahi*. Count Inouye has not succeeded in inducing the gentlemen he desired to include in the Cabinet to accept office, and the efforts of Marquis Yamagata and Marquis Ito to assist Count Inouye have proved fruitless. Yesterday morning Count Inouye called on Marquis Yamagata, Marquis Saigo, and Marquis Saeki, and informed them of the position. Marquis Ito, however, has absolutely declined the request of Count Inouye to take the Financial portfolio. In the afternoon Count Inouye called on Marquis Yamagata, Marquis Saigo, and Marquis Saeki, and informed them of the position. Marquis Ito, however, has absolutely declined the request of Count Inouye to take the Financial portfolio. In the afternoon Count Inouye called on Marquis Yamagata, Marquis Saigo, and Marquis Saeki, and informed them of the position. Marquis Ito, however, has absolutely declined the request of Count Inouye to take the Financial portfolio.

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French papers state that the Russian squadron in the Mediterranean, after visiting France and Italy, proceeded to Spain and then to Greece.

Mrs. Christopher and Stevens are expected shortly from England to make inquiries and investigations in India into the causes of malarial fever.

It is reported from St. Petersburg that Lieutenant-General Soudovat, head of the Staff College at the Russian capital, has been appointed to the post of commander of all the Cossack troops in Siberia.

Among the latest arrivals in the Colony is Captain F. W. Harris, the A.D.C. to the Governor-General of the Philippine Islands, who is accompanied by Mrs. Harris. Capt. Taylor has taken a short leave to the United States.

The census returns show that Marseilles is now the second city of France, with a population of 494,761, which is an increase of 47,25 since 1896. Lyons, on the other hand, has decreased in population by 12,860 during the same period, and now has only 453,145 inhabitants.

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Dr. Small of Illinois, U.S.A., has been experimenting with the X rays upon gems. He has discovered an infallible method of differentiating between imitation and real jewels. He finds that the genuine stones show only a faint trace on the skirograph, while the fakes come out nearly black.

Comte Louis Jouffroy D'Abbaux, French Consul at Singapore, was last month in Selangor for the purpose of arranging for the participation of the Federated Malay States in next year's inter-colonial exhibition at Hanoi, and to gather materials for a report on the trade and commerce of the States generally.

Great activity is shown in fortifying the country along the coast at Batavia. It is intended to utilize pensioners as guards in these fortifications in time of peace. In time of war, the troops detached to garrison them will be held in readiness at Batavia to hasten to their posts at the first alarm. Another idea that has found favour is to encourage the growth of brushwood around the forts, so as to conceal them from the enemy.

An effort is being made, says the *Express*, to establish a daily newspaper in London which shall be the production of women in every particular, from pulp to distribution. Capital is ready for the enterprise, providing certain well-known literary women can be enlisted as editors. Sporting news will be done by women, as well as Politics, Parliament, Court, and Police. Men's handiwork will be allowed to appear nowhere except in the financing.

POLICE COURT.

Monday, 3rd June.

BEFORE MR. HAZELAND.

DRUNK AND DISORDERLY.

James Langley, a coloured clerk, residing at the "Star" Coke House, was charged with behaving in a disorderly manner on Sunday whilst drunk.

His Worship—Are you guilty or not guilty? Defendant—I don't know; I was blind drunk.

His Worship—What was the disorderly conduct?

An Indian constable said the defendant was shooting and creating a disturbance in Queen's Road Central.

His Worship (to defendant)—Any questions?

Defendant—I don't remember anything, your Worship, so I beg the mercy of the court.

His Worship—Five dollars, or 14 days.

ASSAULT WITH A SHOVEL.

A native of Suez, a first-class fireman on the steamer *Java*, was charged with assaulting F. S. Wild, chief engineer of the *Java*, on the 1st inst., at sea. A plea of not guilty was tendered by the defendant, whose only apparel was a shirt and pair of trousers.

The complainant stated in evidence that on Saturday morning he was called down to the stoke-hole about an injury to one of the boiler tubes. He gave orders for a tackle to be rigged up, but the work was so carelessly done that the tackle swung round and struck him on the ear. Whilst he was reprimanding the man responsible for the work, the defendant came up behind and struck the complainant across the back with a shovel, which he brandished over his head, with a threat to chop the complainant's head off, if he did not at once leave the stoke-hole. The complainant attempted

tell an untruth, but, at the same time, he (his Lordship) must say that the preponderance of evidence was that this had been the practice. It was common ground to both parties that this was a navigating channel. The Acting Harbour Master said that vessels navigated through that channel at their own risk. There was not a true fairway, but he made it quite plain that a vessel was not wrong in going through that channel. The question then arose as to the flying of the pennant. Undoubtedly the *Hangchow* was flying the blue pennant. She alleged that she was going up that channel, treating it as part of the Northern fairway. The *Glenyle* had come down that channel and as soon as she entered it she hauled down the blue pennant and flew no pennant at all. According to the Harbour Office she was right in doing so, but according to Captain Pearce, of the *Hangchow*, she was wrong in so doing, but his Lordship did not think on the whole that fact really brought about this collision, or contributed to bring it about. Captain Pearce, in his examination-in-chief said:—The house flag on the *Glenyle* was flying at the main. She had no flag at the fore. I did not specially just then look for anything at the fore. Had there been anything I should have seen it. I did not look out at the time to see whether her screw was moving. In other words, his Lordship thought Captain Pearce made it look plain that he did not at the time attach much importance to that point. The non-flying of the blue pennant was not a fault as the master went, and the *Glenyle* could not be held to blame on that account. It was alleged on the part of the *Glenyle* that she blew two long blasts, one when the *Hangchow* first came in sight, and the other about two minutes before the collision took place, and between these two blasts there was a short blast given by the *Hangchow*. The *Hangchow* people said that they did not hear the first of these blasts, and in regard to the second blast they said it was not a long blast, but was a short blast. The meaning of that short blast would be according to the regulations that the *Glenyle* was going to starboard. His Lordship accepted the statement of the *Glenyle*, and the evidence on the point clearly showed that she would not have gone to starboard. His Lordship then proceeded to deal with the allegations made by each ship in their preliminary sets, and also the arguments of counsel. First of all with regard to the question of the look-out, he was advised by his Assessors that an efficient look-out was not kept on board the *Hangchow*, and the *Hangchow* could not be held to blame on that account. The *Hangchow* said that he took the *Glenyle* to be at the South P. and O. buoy, and the *Glenyle* to be at the North P. and O. buoy. This was not so, for as a matter of fact, the *Glenyle* was at the South P. and O. buoy and the *Hangchow* was coming by the *Glenyle* buoy. This was a palpable mistake and probably caused the collision, because he was steering in the channel which he really did not mean to steer in. Then again, if Mr. Bridge could not see the *Glenyle* going past the Empress of the *Kangtung*, the *Hangchow* could not be coming past the Empress towards her. This furthered the case of the *Glenyle*, as it was the mistake that was made as to the position of the *Glenyle*. The master of the *Hangchow* said that he took the *Glenyle* to be at the South P. and O. buoy, and the *Glenyle* to be at the North P. and O. buoy. This was not so, for as a matter of fact, the *Glenyle* was at the South P. and O. buoy and the *Hangchow* was coming by the *Glenyle* buoy. This was a palpable mistake and probably caused the collision, because he was steering in the channel which he really did not mean to steer in. Then again, if Mr. Bridge could not see the *Glenyle* going past the Empress of the *Kangtung*, the *Hangchow* could not be coming past the Empress towards her. This furthered the case of the *Glenyle*, as it was the mistake that was made as to the position of the *Glenyle*.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

3rd June.

Sir.—Reviewing the past, contemplating the present, and forecasting the future state of affairs with regard to the plague which has been prevalent every year in this Colony since 1894, and the sanitary measures adopted hitherto without much effect, I beg to set forth certain suggestions to the Government and the general public for their favourable consideration; and these suggestions are merely drafts of my own opinion, which leave ample room for improvements and alteration.

This epidemic so far is a problem without a solution; even the highest class of medical professors are only beating about the bush to search for its proper remedy, and by lingering on in this manner myriads of lives have succumbed to this epidemic and myriads yet must fall victims in the time to come. Without arriving at the key of the cure, let us introduce the best means of prevention.

The preventive measures which I am about to suggest are very simple. If the Government people and general public will coact, I am positive that the number of cases will be reduced to quite a minimum.

The British Government, as is manifest to the whole universe, is the most liberal towards her own subjects; there is very little or no doubt that she will not hesitate to meet the expenses to be paid for the general benefit of her colonial inhabitants, and for such requirements as are absolutely necessary for their well-being.

The Colony has flourished with rapidity through the Chinese, coming from all parts of China. Although from a general point of view they are not considered the most important portion of the population of this Colony, but they are, there ought to be more consideration shown them as has not been heretofore.

It should be the duty of every individual residing in this Colony to endeavour to sponge out the germs of the plague. One of this population there are only two divisions of men, the Government and the general public; and the duties of these divisions are enumerated as under:

The Duties of the Government (and the Sanitary Board).

1. That a committee of a wide scope should be at once elected to consider the drainage system and the building ordinance.

2. That the Chinese should be granted the privilege to convey the sick and the dead to their native places at their option, as according to their religion it causes them to commit a serious sin to leave the remains of their parents in a foreign land without removing them to their ancestral home. Since they have this idea, they will contrive the best means they can to smuggle the corpses away in a most abominable fashion, and by so doing it is certainly very pernicious to the public health. The Government should at once wire home for this permission without a moment's hesitation.

3. That the poor people should be roughly compensated for the articles destroyed on account of plague by the Government or by public subscription.

4. That an efficient number of doctors should be employed by the Government, whose sole duties are to go round so many hours daily to examine the drainage of every locality and in every corner of the street and in every house to see if there are plague germs about before they have a chance to develop.

5. That officers should be engaged to kill rats in the best way possible, as it is generally the case that when a plague-stricken rat is found within a house cases of plague to human beings follow.

6. That officers should be employed to see that the drains of every house are kept clean, and that the iron grating at the entrance of every drain is fastened in such a manner as will prevent the rats from entering.

7. In a district declared infected by plague, no removal from one house to another should be allowed unless under the supervision of a Sanitary Board officer, whose duty it is to see that the furniture is disinfected, as it is quite positive that no person would remove unless there is something wrong with the house.

8. That qualified men should be employed to distinguish plague from other sicknesses, and not as generally the case now—unwell people being dragged to the hospital merely on suspicion. Even in true cases of plague, the sufferer's relatives should be allowed to accompany the patient to the hospital and attend to his wants. The patients now dread to enter the hospital owing to the death average being too high, and this shows the lack of care by the hospital attendants.

9. That anyone suffering from plague or other infectious disease should be allowed to remain in the same house with a few attendants for treatment by a European doctor, providing that the other inmates of the same house will leave the premises at once. At present the Chinese have an idea that to go to the hospital means death, and the fear alone is enough to kill them.

10. That a locomotive with disinfectants and boiling water should go through the streets by turns daily, and that the authorities should insist upon the inmates of every house having their wooden beddings and mats thoroughly washed. This will do away with all the bugs and lice which are likely to spread the disease.

11. During the prevalence of plague, public houses of assembly, such as show-rooms and theatres, should be closed, or have the number of their frequenters limited.

The Duties of the General Public.

1. Have all the furniture shifted from its position once a month for the purpose of floor cleaning and disinfecting. This especially silk.

applies to Chinese houses and foreigner's servants' quarters.

2. Furnish every house with a rat-trap or keep a cat for the purpose of extinguishing rats; as the rats are the most dangerous agents which spread the epidemic. Once a dead rat is found in the house, measures must be taken at once to disinfect the house and the occupants must leave the premises for a few days.

3. Wash the drains with a little disinfectant daily with plenty of water, have all useless odds and ends removed from the house. The contention of some Chinese is that the disinfectants kill the rats and cause the plague; but it is not so. If one uses the same quantity of disinfectants daily all the year round one will find the rats alive and kicking during the cold months when there is no plague, and they only die during the plague season.

4. As a prevention from serious illness one should consult a doctor at once when he feels out of sorts; and when the doctor declares that he has got the plague he should at once go to the hospital for treatment and should not feel downhearted, as courage and strong will vary often giving about recovery. Plague develops surprisingly quick, and it should be treated before it becomes critical or is too late.

In conclusion, I am of opinion that if the Government (and the Sanitary Board) will harmoniously work together with the general public, mutually assisting each other with energy and effort, matters will be simplified.

At the present moment the Chinese are murmuring that the laws of the Government with regard to plague are too biased and severe.

THE RESOURCES OF MANCHURIA

An interesting article recently appeared in the *Allgemeine Marine-Korrespondenz* on the resources of Manchuria, of which the following is an extract:—

Manchuria shows a great variety of climate and vegetation in different places, according to their position on the sea or the varied conditions of the soil. Beside the representatives of the northern fauna—bear, sable, &c.—we find animals of the torrid zone, such as the tiger, antelope and others; and in like manner the vegetation shows the greatest diversity.

The granary of Manchuria is the valley of the Sungari, in which principally wheat is cultivated, of which millions of pounds are annually exported via Habarovsk, Progranichnaya and Mukden.

The comparatively poor parts of the country are the North-east sections, east of the Chinghai mountains, and the part between the Nen and Sungari, the former consisting of salt steppes. Nevertheless Manchuria may be called a rich agricultural country when compared with the neighbouring Russian provinces, for Manchuria not only feeds its own population, but exports a good deal to its powerful neighbour. Especially flourishing is the culture of vegetables, tobacco, and silkworms. Cattle-breeding, moreover, is so extensively carried on that the Russians import much cattle from Manchuria. For transportation purposes on the bad roads miles are employed; horses are not abundant, but they are of good breed. Agriculture could undoubtedly be largely developed if the administration of the country were improved.

In minerals the country is very rich. Gold is found almost throughout the whole country, and the deposits are worked in many places since the Government permitted mining to be undertaken by private individuals. Silver is found near Inkon and also in other parts, even in the neighbourhood of Port Arthur. Salt is abundant, and the exportation of it is a Government monopoly.

The coal-deposits of Manchuria are extensive.

They are found not only along the whole track of the great railway, but also in the south not far from the sea, so that the coal may easily be shipped, an important factor for the ruling Power. For China the coal-mines of Liaotung and those in the bay of Port Adams have been until now the most favourably situated. It needs no prophet to predict a great future to the country on account of its mineral resources. For the country is as rich in iron as it is in coal. Industries are as yet in their infancy, while trade, which so far has been badly hindered by high and arbitrary taxes, insecurity of trade routes on which highway robbery is not uncommon, is undoubtedly capable of development after the completion of the railroad. Until now it has been principally confined to waterways, which like the Sungari, penetrate deep into the middle of the country.

Manchuria is thus a country with great prospects for industry and trade. Whether the Russians are in a position to develop its natural resources and exploit the treasures in its soil need not be here discussed. It may be remarked, however, that in the coastal districts other foreigners seem to forge ahead, if the complaints of the Russian press may be relied upon.

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Any cargo impeding her discharge will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

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No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken chaffed, and damaged goods are to be left in the Godowns where they will be examined on the 5th June, at 3 P.M.

No fire insurance has been effected.

Hongkong, 29th May, 1901. [1372]

Mr. Mencke, who was about to rise to his feet, received a nasty wound close to the breast-bone, and others in the legs, and died after being taken to a trading station. Mr. Caro's body was taken away by the natives. Fourteen natives were killed.

"As to the cause of the outrage, it seems that the natives took offence at the members of the expedition cutting down a number of their coco-nut trees, which were somewhat scarce. They did not understand that they would be compensated for their loss.

"After the trouble, the property of the expedition was conveyed to New Britain. The bodies which were found were buried at another island."

HOW THE ATTACK WAS MADE.

Another account from New Britain by the North German liner *Nien Tung* states that on Sunday morning the party, including about 30 of the crew, had pitched their tent on the island, when one of the natives reported that the cannibals were coming down to make an attack. Little notice was taken of this warning and five minutes later the tent was fired from all sides, and fully 100 spears thrown at the occupants. Mr. Caro, the secretary, received five spears, and died immediately.

The owner of the yacht, Mr. Mencke, was struck by three spears, and mortally wounded. He died two days later. The leader of the expedition, Dr. Heinroth, killed a cannibal with the last shot in his revolver, and just escaped being speared. Altogether fourteen of the cannibals were killed by the yacht's party, and the remainder of the savages numbering fully 100—then fled to the bush. The *Eberhard* lost six men (natives), besides the owner of the yacht and his secretary. Captain R. Ullrich, the master of the *Eberhard*, was formerly in the North German Lloyd service, being an officer of the mail steamer *Munchen*.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS. THE Steamship

"GLENLOCHY"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th June will be subject to rent.

No fire insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamers' arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW. Hongkong, 29th May, 1901. [1373]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The cargo will be subject to delivery from Craft or Godown on and after the 31st Inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 4th June will be subject to rent. All damaged goods must be left in the Godowns where they will be examined at 11 A.M. on the 6th June.

No fire insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1901. [1374]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG"

Captain Madson, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken chaffed, and damaged goods are to be left in the Godowns where they will be examined on the 5th June, at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERIKALINE.

Hongkong Office. Hongkong, 29th May, 1901. [1375]

PARKE & LACY CO. Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VEAUX ROAD. [1383]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSSEN & CO. Hongkong, 14th February, 1901. [1384]

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNHOLD, KARBERG & CO. Sole Agents.

WING CHEONG, Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GEASCLCLOTHS General Exporters of ANISEED and CASSIA OIL

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the CONCERNED, on THURSDAY, the 6th June, at 11 A.M., at their Sales Rooms, Ice House Street, A Consignment of AMERICAN FANCY LAMPS, GLOBES and SHADES (Comprising of Mafra, Narbo, Napa, Lermo, by & 87, Kerba, B B 17, Kufor, Kilwa, Jon, Iglo, Jono, by 110, Juno, Heron, Tol, Wuldo, Arno, Balser, Cess, Glenroy, Horgo, Rochester, &c. &c.) Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th June, 1901. [1417]

THE SHERIDAN CONSOLIDATED MINING AND MILLING COMPANY, LIMITED (In LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Return of Capital, at the rate of One Taal per Share, will be paid to Proprietors.

Holders of Scrip are requested to send their Share Certificates to the Secretary, at the Offices of the Company, No. 39, Whampoo Road, with as little delay as possible, when they will be exchanged for Warrants, for the amounts due, payable at the Offices of the Hongkong and Shanghai Banking Corporation, No. 12, The Bund, on and after the third day of June, 1901.

By order of the Liquidators,

J. D. THORBURN, Secretary.

Shanghai, 27th May, 1901. [1415]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship "YUENSANG," Captain Rolfe, will be despatched as above on THURSDAY, the 6th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to:

JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th June, 1901. [1416]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUIME AND TRIESTE. Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.

THE Company's Steamship "INDIA," Captain Ghezzo, will be despatched as above on SATURDAY the 15th inst.

For information as to Freight, apply to SANDE, WIELER & CO., Agents.

Hongkong, 4th June, 1901. [1416]

FOR NEW YORK.

THE 33 A II American ship "L. SCHEPP" will load for the above port, and will have quick dispatch.

For Freight, apply to CARLOWITZ & CO.

Hongkong, 3rd June, 1901. [1414]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "JAVA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1901. [1415]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

"CHINGWO,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd June, 1901. [1413]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [1414]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to Sell by Public Auction, for Account of the Estate of the late M. BRONI, E. ARNOTT, L. U. JACKSON, H. THORNTON & MUSTAM SINGH (Deceased). TO-DAY (TUESDAY), the 4th June, 1901, at NOON, at their Sales Rooms, Ice House Street.

SUNDRY GOODS AND EFFECTS, comprising—

TRAVELLING BAGS and TRUNKS, BOOKCASE, CLOTHING, BOOKS, &c. &c.

Also ONE BICYCLE and a Quantity of JEWELLERY.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 1st June, 1901. [1412]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,550 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 30th May, 1901. [1379]

CARTRIDGES.

NOBEL'S SPORTING BALLISTICS. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-POUNCE CARTOUCHES:—

Loaded with With Powder Powder only, and 1 oz of Shot.

Primrose Cases ... \$5.65 \$7.40

Pegamoid Cases ... 6.25 8.00

Ejector Brass Cases ... 6.25 8.65

5 per cent discount on orders of 1,000 and over.

Apply to

W. SCHMIDT & CO., Gunmakers.

Hongkong, 27th July, 1897. [189]

Q U A N W A H & C O.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES on APPLICATION for No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1044]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE ALSO FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1901. [1145]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tenure System. A Person with a very small saving can purchase one of these.

A. RUMJAHN.

Hongkong, 29th May, 1901. [1377]

TO LET.

NO. 6, ICE HOUSE LANE, and THREE GODOWNS in DUDDELL STREET.

Apply to

A. RUMJAHN.

Hongkong, 21st May, 1901. [1397]

NOTICE TO MARINERS, No. 130 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

FAIRY WRECK BUOY TO BE PLACED ON THE WRECK.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 22nd May, 1901. [1359]

NOTICE TO MARINERS, No. 131 (SPECIAL).

SHANGHAI DISTRICT.

TSUNGMING CROSSING.

CHANNEL SHOALING AND NAVIGATION.

CAUTION.

A general shoaling and narrowing of the channel over this crossing is taking place.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1307]

NOTICE TO MARINERS, No. 366.

CHINA SEA.

TIENTSIN DISTRICT.

ALTERATION IN CHARACTER OF TSAO-FEI-TIEN LIGHT.

NOTICE IS HEREBY GIVEN that the Character of the Light on Tsao-fei-tien Island (marked on the Admiralty Charts as Shih-lin-tien) has been changed.

The new Light is Dioptric, Group-flashing, of the Fourth Order, showing double white flashes at intervals of 20 seconds.

The Light is elevated 51 feet above the level of the sea, and in clear weather it should be visible at a distance of 12½ nautical miles.

The height of the tower from base to lantern vase has been increased to 57 feet.

By order of the Inspector-General of Customs.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1395]

NOTICE.

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LTD.

Hongkong, 20th May, 1901. [1232]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply

the shipping in Hongkong with PURE and FILTERED WATER both for dock and boilers.

Call Flag W.

J. W. KEW, Manager,

20, Des Voeux Road.

Hongkong, 18th December, 1900. [1313]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve, or cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901. On Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrant there, on and after the same date.

A. H. MANCELL, Secretary.

Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:

ART. Share Numbered. In the name of

6 51—60 Anthony Babington, Esq.

7 19 61—70 Do.

8 10 71—80 Do.

9 10 81—90 Do.

14 10 151—160 Creasy Evans, Esq.

15 10 161—170 Do.

19 10 191—200 Do.

INSURANCES

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1858.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [130]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [130]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [133]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [22]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1899
£14,099,080.

| | | | |
|--------------------------|------------|----|----|
| I. AUTHORIZED CAPITAL... | £3,000,000 | 0 | 0 |
| SUBSCRIBED CAPITAL... | 2,750,000 | 0 | 0 |
| PAID-UP CAPITAL..... | 682,500 | 0 | 0 |
| II. FIRE FUNDS..... | 2,731,183 | 13 | 13 |

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [1872]

PHOENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.

CAPITAL..... £10,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

W.M. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [184]

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1828.)

THE Undersigned, having been appointed
A GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.

C. Sines settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. [274]

WANTED.

A WRITER for TEMPORARY EM-
PLOYMENT in H. M. Victualling
Yard. Apply to Office of Deputy VICTUALLING
STORE OFFICER between 9 and 12.

Hongkong, 1st June, 1901. [1403]

WANTED.

BY A YOUNG GENTLEMAN (now
employed in a Large Mercantile Office)
who has a Good Knowledge of Shipping
and General Office Work, and is also a Sten-
ographer. Position as OFFICE ASSISTANT
here or Outports.

Address—

Care of Daily Press Office.

Hongkong, 1st June, 1901. [1404]

CAREERS.

WANTED by a BACHELOR, a
FURNISHED HOUSE at the PEAK
for July to SEPTEMBER.

Apply, stating Rent, to—

"PEAK".

Care of Office of this Paper.

Hongkong, 31st May, 1901. [1339]

CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.

Apply with Papers to—

COMMANDER,

H. M. Naval Yard.

Hongkong, 25th April, 1901. [1106]

HONGKONG
BUSINESS DIRECTORY.

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The only office in China having European
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THE PHARMACY,
10, Queen's Road Central. Family and
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Cigars.

THE VICTORIA DISPENSARY

Chemists and Druggists, High-class Aer-
ated Waters, Dealers in Photographic
Requisites. Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Householder Requisite. Depot fo
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

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The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

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Enlargements, Groups, Views, &c.; Develop-
ment Works, Amateurs' Requisites

M. MUMYEYA, JAPANESE ARTIST.

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also colouring Photos and relief Photos.
Views of China and Manilla. Work
done for Amateurs. No. 8a, Queen's
Road Central.

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Proof read by Englishmen.

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F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlors,
Provision and Coal Merchants, Sail-
makers, Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlors,
Provision and Coal Merchants, Sail-
makers, Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.

43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storkeepers; Sole Agents
for Shipowners Composition ("Grey-
hound Brand") and Bindell,
Spens & Co.'s Composition.

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E. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

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D. S. DADY BUEJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25,
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DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

M. N. LAZARUS,
Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases
of those advancing in life, occur to
those having some deficiency in the construction
of the eyes—the many forms of "Eye Strain"
ending in serious forms of disease. Glasses
especially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth,
11 feet 6 inches; Depth, 6 feet 6 inches;
Compound Surface Condensing Engine, 21 inches
by 16 inches; Boiler, 6 by 7; Stroke, 12 inches;
Working Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth,
12 feet 6 inches; Depth, 6 feet 6 inches; Com-
pound Surface Condensing Engine, 9 inches
by 18 inches; Boiler, 6 by 7; Working Pressure
125 lbs.

The above Three Launches were built in
Hongkong, October 1899, under the Super-
intendence of Captain F. D. Goddard, Marine
Surveyor.

Plans and Specifications of the same can be
seen.

Please apply to—

TUNG TAI & CO.,
Engineers and Shipbuilders, &c.,
23, Praya East, Wan Chai.

Hongkong, 15th April, 1901. [1021]

THE COALING-STATIONS
QUESTION.

The War Office view is that the time has
come for the smaller coaling-stations to be taken
over by the Admiralty. The subject requires a
great deal of examination, and the First Lord
of the Admiralty has not yet seen his way to give
a final decision. If the Secretary for War
carries his point, the department will have fire
battalions of the line available to be added for
home service, a consumption deeply to be
desired seeing that the balance of foreign to
home battalions is still completely out of gear
and needs adjustment. At many places abroad
military garrisons are now maintained to protect
naval stores against a naval raid, and it is high
time that the question should have been brought
prominently into the foreground of reform.

The Admiralty have hitherto evaded their
responsibilities in this connection with considerable
astuteness, but as the point has now been forced
on an issue, it may be of interest to examine
some details bearing on the scheme.

From the military point of view, the
advantages of the transfer are obvious. In the
first place, there is the gain of the fire battalions
above referred to, a gain that will naturally
assist our perplexed authorities in the adjustment
of the military equipment. Five battalions,
furthermore, represent in round numbers 5,000
men, and it has long been felt that the cost of
these men would be more equitably borne by the
naval than by the military vote. To many
civilians any discussion of the sort struck of
hair-splitting. The average taxpayer takes no
interest in votes, and is supremely indifferent
regarding the details of Government expenditure.

Many members of the House of Commons,
while regarding themselves on a close
consideration of public money, are similarly
prone to ignore the details of naval or military
expenditure, and to regard the total sum voted
in any year for either service as the crux of
the estimates for the armament concerned.

It is the crux which makes it the more essential
that redundant expenditure in any public
department should be disconnected and allocated
to the proper quarter.

EFFICIENCY.

Military garrisons, varying in size from a
battalion of infantry to a company, and even to
a detachment of engineers or artillerymen, are
now maintained at the following coaling
stations, among others, abroad:

Aden, Africa, Barbados, Bermuda, B. Co-
lumbia, West Crete, Cyprus, Janica, Mauritius,
Singapore, St. Helena, St. Lucia, Sierra Leone,
Struts Settlements.

To even the layman it is obvious that troops
split up into small detachments and distributed
in these garrisons cannot be effectively trained
in the art of war under modern conditions.
With regimental headquarters in one station,
half a battalion in another, while a detachment
occupies a third, there is little or no opportunity
for drill, and it is an organisation hardly
calculated to result in efficiency. Under such
conditions the keenest officer need despair.
No real work can possibly be carried out. From
a regimental point of view, the time spent
by a battalion under such conditions may be
regarded as time completely lost in the
military sense. A commanding officer is but
mortal; his zeal soon evaporates under such
depressing conditions. Deprived of tangible
command, and subject to the exhausting effects
of an evocative climate on the one hand and a
disabled battalion on the other, the keenest
soldiers lose heart, and the weak soon drop all
interest in their profession. The spirit and
zeal of the officers are invariably reflected among
the men. Keenness can only be maintained by
opportunity, and if the military opportunity
is wanting, the unit concerned rapidly deterior-
ates and becomes slack. South Africa has
only too surely taught us the need of more
extended military training than is possible at
most of the garrisons under review. The art of
scouting cannot be conveniently acquired on a
small island, nor is there a sufficiency of troops
in any to learn the modern method of attack.
Officers are expected at varying stages

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|------------|-------|---------------------------------------|--|----------------------------|
| LONDON, &c., VIA PORTS OF CALL | COROMANDEL | Brit. str. | — | F. W. Vibert, R.N.E. | P. & O. S. N. Co., BUTTERFIELD & SWIRE | On 8th inst. at Noon. |
| LONDON | DARDANUS | Brit. str. | — | J. S. Stevenson, C. C. Talbot, R.N.E. | BUTTERFIELD & SWIRE | On 11th inst. |
| LONDON | MACHAON | Brit. str. | — | | McGREGOR BROS. & GOW | On 25th inst. |
| LONDON | GLENCAIRN | Brit. str. | — | | P. & O. S. N. Co. | On 28th inst. |
| LONDON | PROMETHEUS | Brit. str. | — | | BUTTERFIELD & SWIRE | On or about 29th inst. |
| LIVERPOOL DIRECT | RHYPEUS | Brit. str. | — | P. Magin | BUTTERFIELD & SWIRE | On 9th July. |
| BREMEN, VIA PORTS OF CALL | HAMBURG | Ger. str. | — | T. Hide, R.N.E. | MELCHERS & CO. | On 13th inst. at Noon. |
| MARSEILLES & LONDON | SOCOTRA | Brit. str. | — | G. E. T. Cook | NIPPON YUSEN KAISHA | On or about 13th inst. |
| MARSEILLES, &c., VIA PORTS OF CALL | SHINANO MARU | Jap. str. | — | Bouis | MESSAGERIES MARITIMES | On 14th inst. at Daylight. |
| MARSEILLES, LONDON & ANTWERP, V. SPORE, &c. | NATAL | From str. | — | G. Anderson | NIPPON YUSEN KAISHA | On 17th inst. at 1 P.M. |
| MARSEILLES, &c., VIA PORTS OF CALL | HITACHI MARU | Jap. str. | — | Pastow | HAMBURG-AMERIKA LINIE | On 28th inst. at Daylight. |
| MARSEILLES, LONDON & ANTWERP, V. SPORE, &c. | SARINA | Ger. str. | — | Hempel | HAMBURG-AMERIKA LINIE | On 6th inst. |
| HAVRE & HAMBURG VIA FOOCHEW | WITTENBERG | Ger. str. | — | Mayer | HAMBURG-AMERIKA LINIE | On 12th inst. |
| HAVRE, BREMEN & HAMBURG | NEUNBERG | Ger. str. | — | Schmidt | HAMBURG-AMERIKA LINIE | On 25th inst. |
| HAVRE & HAMBURG | SAMBIA | Aus. str. | — | Sander, WIELER & CO. | On 15th inst. | |
| TRIESTE, &c., VIA PORTS OF CALL | INDRAVELL | Brit. str. | — | DODWELL & CO., LIMITED | On 14th inst. | |
| NEW YORK VIA PORTS & SUEZ CANAL | GENEATNEY | Brit. str. | — | McGREGOR BROS. & GOW | On or about 20th inst. | |
| NEW YORK | ARABA | Amr. str. | — | JARDINE, MATHERSON & CO. | On 25th inst. | |
| NEW YORK VIA SUEZ CANAL | L. SCHEPP | Brit. str. | — | SHEWAN, TOME & CO. | On or about 1st Aug. | |
| NEW YORK VIA SUEZ CANAL | EMPEROR OF CHINA | Amr. str. | — | CARLOWITZ & CO. | Quick despatch. | |
| NEW YORK | ATHENIAN | Brit. str. | — | R. Archibald, R.N.E. | To-morrow. | |
| NEW YORK VIA SUEZ CANAL | BEAEMAR | Brit. str. | — | H. Mowatt, R.N.E. | On or about 12th inst. | |
| NEW YORK VIA SUEZ CANAL | KAGA MARU | Jap. str. | — | W. Watt | On 7th inst. | |
| NEW YORK VIA SUEZ CANAL | INDRAVELL | Brit. str. | — | J. W. Ekstrand | On 10th inst. at 4 P.M. | |
| NEW YORK VIA SUEZ CANAL | NIPPON MARU | Amr. str. | — | NIPPON YUSEN KAISHA | On 10th inst. at Noon. | |
| NEW YORK | PERU | Brit. str. | — | TOYO KISEN KAISHA | On 11th inst. at Noon. | |
| NEW YORK | BELGIAN KING | Brit. str. | — | PACIFIC MAIL S. S. CO. | On 20th inst. | |
| NEW YORK | CHANG | Brit. str. | — | BUTTERFIELD & SWIRE | On 10th inst. | |
| NEW YORK | ROSETTA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 28th inst. at 4 P.M. | |
| NEW YORK | TOBA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 7th inst. at Noon. | |
| NEW YORK | AIRLIE | Brit. str. | — | GIBB, LIVINGSTON & CO. | To-morrow. | |
| NEW YORK | KANAGAWA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 7th inst. at Daylight. | |
| NEW YORK | SADO MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 21st inst. at Daylight. | |
| NEW YORK | YAWATA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 1st inst. at Noon. | |
| NEW YORK | KAGOSHIMA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 18th inst. at Noon. | |
| NEW YORK | KWEIYANG | Brit. str. | — | BUTTERFIELD & SWIRE | To-morrow. | |
| NEW YORK | JAYA | Brit. str. | — | P. & O. S. N. CO. | On 2nd inst. at 2 P.M. | |
| NEW YORK | SYDNEY | Fren. str. | — | MESSAGERIES MARITIMES | On or about 4th inst. | |
| NEW YORK | CHUSAN | Brit. str. | — | P. & O. S. N. CO. | On or about 7th inst. | |
| NEW YORK | MAIDUGU MARU | Jap. str. | — | MITSUI BUSSAN KAISHA | On 12th inst. | |
| NEW YORK | ANPING MARU | Jap. str. | — | MITSUI BUSSAN KAISHA | On 8th inst. at Daylight. | |
| NEW YORK | DAIJIN MARU | Jap. str. | — | MITSUI BUSSAN KAISHA | On 9th inst. | |
| NEW YORK | KAIPOONG | Brit. str. | — | BUTTERFIELD & SWIRE | To-day. | |
| NEW YORK | SUNGKING | Brit. str. | — | BUTTERFIELD & SWIRE | To-morrow. | |
| NEW YORK | YUENSANG | Brit. str. | — | JARDINE, MATHERSON & CO. | On 6th inst. at 4 P.M. | |
| NEW YORK | PERLA | Brit. str. | — | SHEWAN, TOME & CO. | On 7th inst. at 5 P.M. | |
| NEW YORK | CHANGSHA | Brit. str. | — | BUTTERFIELD & SWIRE | On 10th inst. | |
| NEW YORK | LOUISE J. KENNY | Amr. str. | — | B. J. BARLOW | On or about 6th inst. | |
| NEW YORK | BORMIDA | Ital. str. | — | CARLOWITZ & CO. | On 12th inst. at Noon. | |
| NEW YORK | MIRE MARU | Jap. str. | — | NIPPON YUSEN KAISHA | On 21st inst. at Noon. | |

SHIPPING.

| ARRIVALS. | VESSELS ON THE BERTH | | |
|--|---|--|--|
| JUN 3, CHINGWO, British str., 2,517, H. W. N. Evans, Singapore 29th May, General. | COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE FRANCAIS. | | |
| JUN 3, HAITCHING, British trapt., 1,247, T. P. Hall, Taku and Weihaiwei 28th May. | FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA. | | |
| JUN 3, AMARA, British str., 1,556, Mattock, Singapore 20th May and Bangkok 27th, Rico-JARDINE, MATHERSON & CO. | THE Company's Steamship | | |
| JUN 3, PERLA, British str., 1,237, G. Blaxland, Manila 31st May, General.—SHEWAN, TOME & CO. | "SYDNEY." | | |
| JUN 3, TOSA MARU, Jap. str., 3,610, S. J. G. Parsons, Shanghai 31st May, General.—NIPPON YUSEN KAISHA. | Captain Albert, will be despatched for the above ports on or about TUESDAY NEXT, the 4th June. | | |
| JUN 3, CHINGWO, British str., 1,062, Outerbridge, Canton 3rd June, General.—BUTTERFIELD & SWIRE. | For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. | | |
| JUN 3, TIENTSU, German str., 1,002, Sanders, Canton 3rd June, General.—ARNOLD, KAEBERG & CO. | Hongkong, 29th May, 1901. | | |
| JUN 3, CHINOTO, British trapt., 2,600, J. E. Williams, Sydney 13th May. | EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. | | |
| JUN 3, TIENTSU, British str., 1,250, Armistead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE. | FOR KOBE. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | "AIRLIE." | | |
| JUN 3, TIENTSU, British str., 1,250, Armistead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE. | Captain St. John George, will be despatched as above TO-MORROW, the 5th June, at Noon. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. | | |
| JUN 3, TIENTSU, British str., 1,250, Armistead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE. | Hongkong, 1st June, 1901. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE OSAKA SHOSEN KAISHA, LIMITED. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | FOR FOOCHEW VIA SWATOW AND AMOY. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE Company's Steamship | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | "ANPING MARU." | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | Captain S. Atsumi, will be despatched for the above ports on TUESDAY, the 6th June, at DAYLIGHT. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | Hongkong, 4th June, 1901. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE OSAKA SHOSEN KAISHA, LIMITED. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | FOR TAMSU VIA SWATOW AND AMOY. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE Company's Steamship. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | "DAIJIN MARU." | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | Captain T. Ozata, will be despatched for the above ports on SUNDAY, the 9th June. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | Hongkong, 3rd June, 1901. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | VEHICLES IN DOCK. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | ABERDEEN DOCKS—Univer. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | KOWLOON DOCKS—U.S.S. Remington, Burnside, Meade, Union, Iris, Athenian, Desartes, Juno, Natoma, St. Enoch. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | COSMOPOLITAN DOCK—Colonies, Simongan, Fotschan, Munchen. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | SHIPPING REPORTS. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | The British steamer PERLA, from Manila 31st May, had fine weather and smooth sea. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | The British transport Haching, from Taku and Weihaiwei 28th May, had light winds and fine weather. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | The British transport Chingtu, from Sydney 13th May, had fine weather with smooth sea throughout. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | VESSELS PASSED ANJEL. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 10, Danish barque, Regnild, Bonnelyck, for Bangkok. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 10, Amr. 4 m. barque, Astral, Dunham, from New York for Shanghai. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 11, British str., Yunnan, Sandon, from London for Batavia. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 12, Amr. ship, Helen A. Wyman, from the West. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 13, Dutch str., Salak, Sharp, from Rotterdam for Batavia. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 15, Dutch str., Soemba, Fenenga, from Amsterdam for Batavia. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 15, Dutch str., Princes Amalia, Petjer, May 15, from Batavia for Amsterdam. | | |
| JUN 3, CHINOTO, British str., 2,600, J. E. Williams, Sydney 13th May. | May 15, French barque, Georges Valentine, Herbert, from Dunkirk for Haiphong. | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | VESSELS ON THE BERTH | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED. | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | FOR MANILA | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | THE Company's Steamship | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | "PERLA." | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th inst., at 5 P.M. | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber. | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | A Doctor is carried. | | |
| JUN 3, CHINATO, British str., 2,600, J. E. Williams, Sydney 13th May. | For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers. | | |

POST OFFICE NOTICES.

The Sydney, with the French Mail of the 3rd ultimo, left Saigon on Sunday, the 2nd inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 20th March.
The Chung, with the English Mail of the 10th May, left Singapore on Saturday, the 1st inst., at noon, and may be expected here on or about Thursday, the 6th inst. This Packet brings replies to letters despatched from Hongkong on 8th April.
The Peru, with the American Mail of the 11th ultimo, left Yokohama on Saturday, the 1st inst., at daylight and may be expected here on or about Sunday, the 9th inst.

MAILS WILL CLOSE.

FOR

PER

DAY AND HOUR.

| | | |
|---|--------------|-----------------|
| Penang | Tuesday | 4th, 9.00 A.M. |
| Shanghai, Nagasaki, Kobe, Yokohama and Seattle | Tuesday | 4th, 11.00 A.M. |
| Bangkok | Tuesday | 4th, 11.00 A.M. |
| Macao | Tuesday | 4th, 1.15 P.M. |
| Shanghai, Moji, Kobe and Yokohama | Tuesday | 4th, 1.00 P.M. |
| Java | Tuesday | 4th, 2.00 P.M. |
| Leyden | Tuesday | 4th, 2.00 P.M. |
| Chitwan | Tuesday | 4th, 5.00 P.M. |
| Kwaiyung | Tuesday | 4th, 5.00 P.M. |
| Power | Wednesday | 5th, 10.00 P.M. |
| Sungkiang | Wednesday | 5th, 10.00 P.M. |
| Mauli and Iloilo | Wednesday | 5th, 10.00 P.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. | Registration | 10.00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | | 10.45 A.M. |
| Tungkow | Wednesday | 5th, 3.00 P.M. |
| Anping Maru | Wednesday | 5th, 5.00 P.M. |
| Yuenkang | Thursday | 6th, 3.00 P.M. |
| Nuentung | Thursday | 6th, 5.00 P.M. |
| Tosa Maru | Friday | 7th, 11.00 A.M. |
| Braemar | Friday | 7th, 11.00 A.M. |
| Perla | Saturday | 8th, 4.00 P.M. |
| Cronamdei | Registration | 10.00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | | 10.45 A.M. |
| Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Launceston and Melbourne | Letters | 11.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | Registration | 10.00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | | 10.45 A.M. |
| Kobe, Yokohama, Victoria, and Vancouver, B.C. | Papers | 10.30 A.M. |
| Singapore, Penang and Bombay | Letters | 11.00 A.M. |
| EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 12.30 A.M. Extra Postage 10 cents.) | | |
| Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Launceston and Melbourne | | |
| CHINA, NAGOYA, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | | |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | | |
| Kobe, Yokohama, Victoria, and Vancouver, B.C. | | |
| Singapore, Penang and Bombay | | |
| EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 12.30 A.M. Extra Postage 10 cents.) | | |
| Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Launceston and Melbourne | | |
| MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO | | |

TO-DAY.

Sale, Sundry Goods, etc., Sales Rooms, Messrs. Hughes & Hough, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd June.

| | |
|------------------------------------|--------------|
| ON LONDON.— | 1/13 |
| Telegraphic Transfer | 1/13 |
| Bank Bills, on demand | 1/11 |
| Bank Bills, at 30 days' sight | 1/11 |
| Bank Bills, at 4 months' sight | 1/11 |
| Credits, at 4 months' sight | 1/12 |
| Documentary Bills, 4 months' sight | 1/12 |
| ON PARIS.— | 2/17 |
| Bank Bills, on demand | 2/17 |
| Credits, at 4 months' sight | 2/11 |
| ON GERMANY.— | 2/00 |
| On demand | |
| ON NEW YORK.— | |
| Bank Bills, on demand | 1/7 |
| Credits, 60 days' sight | 1/8 |
| ON BOMBAY.— | 1/74 |
| Telegraphic Transfer | 1/74 |
| Bank, on demand | 1/74 |
| ON CALCUTTA.— | 1/74 |
| Telegraphic Transfer | 1/74 |
| Bank, on demand | 1/74 |
| ON SHANGHAI.— | 1/74 |
| Bank, at sight | 1/74 |
| Private, 30 days' sight | 1/74 |
| ON YOKOHAMA.— | 3/4 p.c. pm. |
| On demand | |
| ON MANILA.— | 2/1 p.c. pm. |
| On demand | |
| ON SINGAPORE.— | 1 p.c. pm. |
| On demand | |
| ON BATAVIA.— | 1/18 |
| On demand | |
| ON HATPHONG.— | 2/1 p.c. pm. |
| On demand | |
| ON SAIGON.— | 2/1 p.c. pm. |
| On demand | |
| ON BANGKOK.— | 5/0 |
| On demand | |
| SOVEREIGN, Bank's Buying Rate | \$10.07 |
| GOLD LEAF, 100 fine per tael | \$82.25 |
| BAR SILVER, per oz. | 7/4 |

OPIUM.

1st June.

Quotations are:—Allow 10 cent. to 1 cent. per pound.
Malwa New \$83 to — per picul.
Malwa Old \$840 to \$850 " "
Malwa Old \$860 to \$870 " "
P. Pipe-wrapped \$880 to — "
Persian fine quality \$850 to — "
Persian extra fine — to — "
Patna New \$925 to — per chust.
Patna Old \$975 to — "
Bengal New \$960 to — "
Bengal Old \$9374 to — "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Sydney*, with the next French mail, left Saigon for this port on the 2nd inst., at noon.

THE INDIAN MAIL.

The Indo-China steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port on the 25th ult., at 5 a.m.

THE ENGLISH MAIL.

The P. O. steamer *Chusan* left Singapore for this port on the 1st inst., at noon, with the outward English mails; and is due here on the 6th inst., at about 4 p.m.

THE AMERICAN MAIL.

The P. M. steamer *Perry*, with mails, &c., from San Francisco to the 11th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 1st inst., at noon, via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Coptic*, with mails, &c., from San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st ult.

THE GERMAN MAIL.

The Imperial German mail steamer *Kiautschau*, carrying the German mails with dates from Berlin of the 18th ult., left Colombo on Friday, 5 p.m., the 31st ult., and may be expected here on or about Tuesday, the 11th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left Vancouver on the 27th ult., p.m.

POST OFFICE NOTICES.

JOINT STOCK SHARES.

HONGKONG, 31st May.

| STOCKS. | NO. OF SHARES. | ISSUE VALUE. | Paid Up. | Last Dividend. | Closing Quotations. |
|---|----------------|--------------|----------|---|--|
| BANKS. | | | | | |
| Hongkong and Shanghai Banking Corporation | 90,000 | \$125 | \$125 | \$10.20 for half year ended 31/12/00 | 380 p. c. pr. = \$600. London £61.00. |
| Bank of China, Ltd. | 109,875 | 28 | 28 | None | £100. |
| Do. Deferred | 1,250 | 21 | 21 | 5/4 for 1899 | 55, 50 |
| National Bank of China, Ltd. | 19,970,000 | £10 | £10 | 5/4 for 1899 | 32, buyers |
| Do. Founders' Shares | 29,935,000 | £10 | £10 | 5/4 for 1899 | 32, sellers |
| MARINE INSURANCES. | | | | | |
| Union Life Society, Ltd. | 10,000 | \$250 | \$50 | 40 p. c. = \$20 for 1899 | \$340, sellers |
| China Traders' Fire Co., Ltd. | 23,000 | \$38,300 | \$25 | 10 p. c. for 1899 | \$40, sellers |
| North China Ins. Co., Ltd. | 5,000 | £100 | £25 | 5 p. c. for 1899 | £180, buyers |
| China Ins. Co., Ltd. | 10,000 | \$100 | \$50 | 5/4 for 1899 | \$120, sellers |
| Canton Insured Office, Ltd. | 30,000 | \$100 | \$25 | 5 p. c. for 1899 | \$180, sellers |
| State Insurance Co., Ltd. | 750,000 | \$100 | \$25 | 5 p. c. for 1899 | 750, nominal |
| FIRE INSURANCES. | | | | | |
| Hongkong Fire Ins. Co., Ltd. | 8,000 | \$250 | \$50 | 24 for 1899 | \$256. |
| China Fire Ins. Co., Ltd. | 20,000 | \$100 | \$25 | 5/4 for 1899 | £74, sellers |
| SHIPPING. | | | | | |
| Hongkong, Canton and Macao S. C. Co., Ltd. | 50,000 | \$15 | \$15 | 5/4 for half year ended 31/12/00 | \$361, sellers |
| Indo-Chine S. N. Co., Ltd. | 60,000 | £10 | £10 | 5/4 for 1899 | £133, sellers |
| China and Manilla S. S. Co., Ltd. | 14,000 | \$50 | \$50 | 5/4 per share for 1899 | 50, nominal |
| REFINERIES. | | | | | |
| China Sugar Refining Co., Ltd. | 20,000 | \$50 | \$50 | 12 per cent. for year ending 31/12/00 | \$63. |
| MINING. | | | | | |
| Punjab Mining Co., Ltd. | 60,000 | £10 | £10 | None | £71, sellers |
| China Mutual S. N. Co., Ltd. | 30,000 | £10 | £10 | None | £125. |
| Findlay's Oil, Cracking Co., Ltd. | 20,000 | £10 | £10 | 5/4 p. c. for 1899 | £212. |
| Do. Ordinary | 20,000 | £10 | £10 | 5/4 p. c. for 1899 | £217. |
| Star Ferry Co., Limited | 10,000 | £10 | £10 | 12 per cent. for year ended 31/12/00 | £321, x div. buyers |
| Shell Transport & Trading Co., Limited | 2,000,000 | £1 | £1 | Int. 5 per cent. on account of 1900 | £23, sellers |
| REFINERIES. | | | | | |
| China Sugar Refining Co., Ltd. | 20,000 | \$100 | \$100 | Final 5/4 making in all \$12 per share for 1899 | \$135, sellers |
| MINE. | | | | | |
| Luozon Sugar Refining Co., Ltd. | 7,000 | \$100 | \$100 | 5/4 for 1897 | £38, sellers |
| MINING. | | | | | |
| Punjab Mining Co., Ltd. | 60,000 | £10 | £10 | None | £71, sellers |
| Do. Preference | 30,000 | £10 | £10 | None | £125. |
| Do. Ordinary | 20,000 | £10 | £10 | 5/4 p. c. for 1899 | £212. |
| Star Ferry Co., Limited | 10,000 | £10 | £10 | 5/4 p. c. for 1899 | £217. |
| SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS. | | | | | |
| No. 11, Lee Yuen Street, East. | | | | | |
| Hongkong, 25th July, 1900. | | | | | |